

OHIO PUBLIC WORKS COMMISSION

65 East State Street, Suite 312
Columbus, Ohio 43215
(614) 466-0880

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 6/90

IMPORTANT: Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.

CB609

APPLICANT NAME City of Cincinnati
STREET Room 440, City Hall
801 Plum Street
CITY/ZIP Cincinnati, Ohio 45202

PROJECT NAME Linn Street (south) Rehabilitation
PROJECT TYPE Street Rehabilitation
TOTAL COST \$ 145,000

DISTRICT NUMBER 2
COUNTY HAMILTON

PROJECT LOCATION ZIP CODE 45203

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DISTRICT FUNDING RECOMMENDATION

To be completed by the District Committee ONLY

RECOMMENDED AMOUNT OF FUNDING: \$ 101,500.00

FUNDING SOURCE (Check Only One):

State Issue 2 District Allocation

☒ Grant ☐ State Issue 2 Small Government Fund
☐ Loan ☐ State Issue 2 Emergency Funds
☐ Loan Assistance ☐ Local Transportation Improvement Fund

FOR OPWC USE ONLY

OPWC PROJECT NUMBER: _____ OPWC FUNDING AMOUNT: \$ _____

1.0 APPLICANT INFORMATION

1.1 CHIEF EXECUTIVE

OFFICER

TITLE

STREET

CITY/ZIP

PHONE

FAX

Gerald E. Newfarmer

City Manager

Room 152, City Hall

801 Plum Street

Cincinnati, Ohio 45202

(513) 352-3241

(513) 723-9748

1.2 CHIEF FINANCIAL

OFFICER

TITLE

STREET

CITY/ZIP

PHONE

FAX

Frank A. Dawson

Finance Director

Room 250, City Hall

801 Plum Street

Cincinnati, Ohio 45202

(513) 352-3731

1.3 PROJECT MGR

TITLE

STREET

CITY/ZIP

PHONE

FAX

Jay Gala

Principal Construction Engineer

Room 415, City Hall

801 Plum Street

Cincinnati, Ohio 45202

(513) 352-3423

(513) 352-1581

1.4 PROJECT CONTACT

TITLE

STREET

PHONE

FAX

Doug Perry

Senior Engineer

Room 440, City Hall

801 Plum Street

(513) 352-3407

(513) 352-1581

1.5 DISTRICT LIAISON

TITLE

STREET

CITY/ZIP

PHONE

FAX

Joseph D. Cottrill

District 2 Liaison Officer

138 E. Court Street, Room 700

County Administration Building

Cincinnati, Ohio 45202

(513) 632-8540

(513) 723-9748

2.0 PROJECT INFORMATION

IMPORTANT: If project is multi-jurisdictional in nature, information must be consolidated for completion of this section.

2.1 PROJECT NAME: Linn Street (south) Rehabilitation

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through D):

A. SPECIFIC LOCATION:

Linn Street from Gest St. to Dalton Ave.
(see attached map)

B. PROJECT COMPONENTS:

Rehabilitation of existing roadway including repair and replacement of curb, base and joint repairs, inlet and connection pipe repairs, casting adjustments and resurfacing with a minimum of 2 inches of asphaltic concrete.

C. PHYSICAL DIMENSIONS/CHARACTERISTICS:

Roadway is 4 lanes, 44 feet in width and 1990 feet in length.

D. DESIGN SERVICE CAPACITY:

IMPORTANT: Detail shall be included regarding current service capacity vs. proposed service level. If road or bridge project, include ADT. If water or wastewater project, include current residential rates based on monthly usage of 7756 gallons per household.

ADT = 7,000

No change in service capacity

Will use standard rehabilitation practices to upgrade the roadway to excellent condition.

2.3 REQUIRED SUPPORTING DOCUMENTATION

Photographs of existing street are attached.

3.0 PROJECT FINANCIAL INFORMATION

3.1 PROJECT ESTIMATED COSTS (Round to Nearest Dollar):

a)	Project Engineering Costs:	
	1. Preliminary Engineering	\$ N/A
	2. Final Design	\$ N/A
	3. Construction Supervision	\$ N/A
b)	Acquisition Expenses	
	1. Land	\$ N/A
	2. Right-of-Way	\$ N/A
c)	Construction Costs	\$ 145,0000
d)	Equipment Costs	\$ N/A
e)	Other Direct Expenses	\$ N/A
f)	Contingencies	\$
g)	TOTAL ESTIMATED COSTS	\$ 145,000

3.2 PROJECT FINANCIAL RESOURCES (Round to nearest Dollar & %)

	Dollars	%
a)	Local In-Kind Contributions*	\$ N/A
b)	Local Public Revenues	\$ 43,500 30%
c)	Local Private Revenues	\$ N/A
d)	Other Public Revenues	
	1. ODOT	\$ N/A
	2. FMHA	\$ N/A
	3. OEPA	\$ N/A
	4. OWDA	\$ N/A
	5. CDBG	\$ N/A
	6. Other	\$ N/A
e)	OPWC Funds	
	1. Grant	\$ 101,500 70%
	2. Loan	\$
	3. Loan Assistance	\$
f)	TOTAL FINANCIAL RESOURCES	\$ 145,000 100%

*If the required local match is to be 100% In-Kind Contributions, list source of funds to be used for retainage purposes.

3.3 AVAILABILITY OF LOCAL FUNDS

Indicate the status of all local share funding sources listed in section 3.2(a) through 3.4(c). In addition, if funds are coming from sources listed in section 3.2(d), the following information must be attached to this application:

- 1) The date the funds are available;
- 2) Verification of funds in the form of an agency approval letter or agency project number.

3.4 PREPAID ITEMS

Definitions:

Cost - Total cost of the Prepaid Item.
Cost Item - Non-construction costs, including preliminary engineering, final design, acquisition expenses (land or R/W)
Prepaid - Cost items (non-construction costs directly related to the project paid prior to receipt of fully executed Project Agreement from OPWC.
Resource Category - Source of funds (see section 3.2)
Verification - Invoice(s) and copies of warrant(s) used to for prepaid costs accompanied by Project Manager's Certification (see section 1.4).

IMPORTANT: Verification of all prepaid items shall be attached to this project application.

	<u>COST ITEM</u>	<u>RESOURCE CATEGORY</u>	<u>COST</u>
1)	_____	_____	_____
2)	_____	_____	_____
TOTAL OF PREPAID ITEMS =			\$ <u>N/A</u>

3.5 REPAIR/REPLACEMENT or NEW/EXPANSION

This sections need only be completed if the Project is funded by SI2 funds.

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	<u>\$ 145,000</u>	<u>100%</u>
State Issue 2 Funds for Repair/Replacement (Not to exceed 90%)	<u>\$ 101,500</u>	<u>70%</u>

TOTAL PORTION FOR PROJECT NEW/EXPANSION	<u>\$ 0.00</u>	<u>0%</u>
State Issue 2 Funds for New/Expansion (Not to exceed 50%)	<u>\$ 0.00</u>	<u>0%</u>

4.0 PROJECT SCHEDULE

	<u>ESTIMATED START DATE</u>	<u>ESTIMATED COMPLETE DATE</u>
4.1 ENGR. DESIGN	<u>1/1/93</u>	<u>6/1/93</u>
4.2 BID PROCESS	<u>6/1/93</u>	<u>9/1/93</u>
4.3 CONSTRUCTION	<u>9/1/93</u>	<u>12/31/94</u>

5.0 APPLICANT CERTIFICATION

The Applicant Certifies That:

As the official representative of the Applicant, the undersigned certifies that: (1) he/she is legally empowered to represent the applicant in both requesting and accepting financial assistance as provided under Chapter 164 of the Ohio Revised Code and 164-1 of the Ohio Administrative Code; (2) that to the best of his/her knowledge and belief, all representations that are a part of this application are true and correct; (3) that all official documents and commitments of the applicant that are a part of this application have been duly authorized by the governing body of the Applicant; (4) and, should the requested financial assistance be provided, that in the execution of this project, the Applicant will comply with all assurances required by Ohio law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

IMPORTANT: Applicant certifies that physical construction on the project as defined in this application has not begun, and will not begin, until a Project Agreement on this project has been issued by the Ohio Public Works Commission. Action to the contrary is evidence that OPWC funds are not necessary to complete this project.

IMPORTANT: Unneeded OPWC funds will be returned to the funding source from which the project was financed.

Gerald E. Newfarmer, City Manager

Certifying Representative (Type Name and Title)


Signature/Date Signed

Applicant shall check each of the statements below, confirming that all required information is included in this application.

☒ A five-year Capital Improvements Report as required in 164-1-31 of the Ohio Administrative Code and a two-year Maintenance of Local Effort Report as required in 164-1-12 of the Ohio Administrative Code.

☒ A registered professional engineer's estimate of useful life as required in 164-1-13 of the Ohio Administrative Code. Estimate shall contain engineer's original seal and signature.

☒ A registered professional engineer's estimate of cost as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimate shall contain engineer's original seal and signature.

☒ A certified copy of the legislation by the governing body of the applicant authorizing a designated official to submit this application and to execute contracts.

Yes ☐ A copy of the cooperation agreement(s) (for projects involving more than one subdivision or district).

N/A ☒

Yes ☐ Copies of all invoices and warrants for those items identified as "prepaid" in section 4.4 of this application.

N/A ☒

City of Cincinnati



Department of Public Works
Division of Engineering

Room 440, City Hall
801 Plum Street
Cincinnati, Ohio 45202

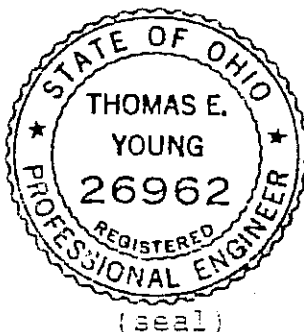
George Rowe
Director


Thomas E. Young
City Engineer

October 2, 1992

Subject: Linn Street (South) Rehabilitation
Gest to Dalton
Certification of Useful Life of Issue 2 OPWC Projects

As required by Chapter 164-1-13 of the Ohio Administrative Code,
I hereby certify that the design useful life of the subject
street rehabilitation project is at least twenty (20) years.



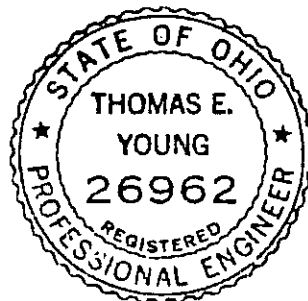


T. E. Young, P.E.
City Engineer
City of Cincinnati

1993 STREET REHABILITATION, STATE ISSUE #2
Linn Street (South)

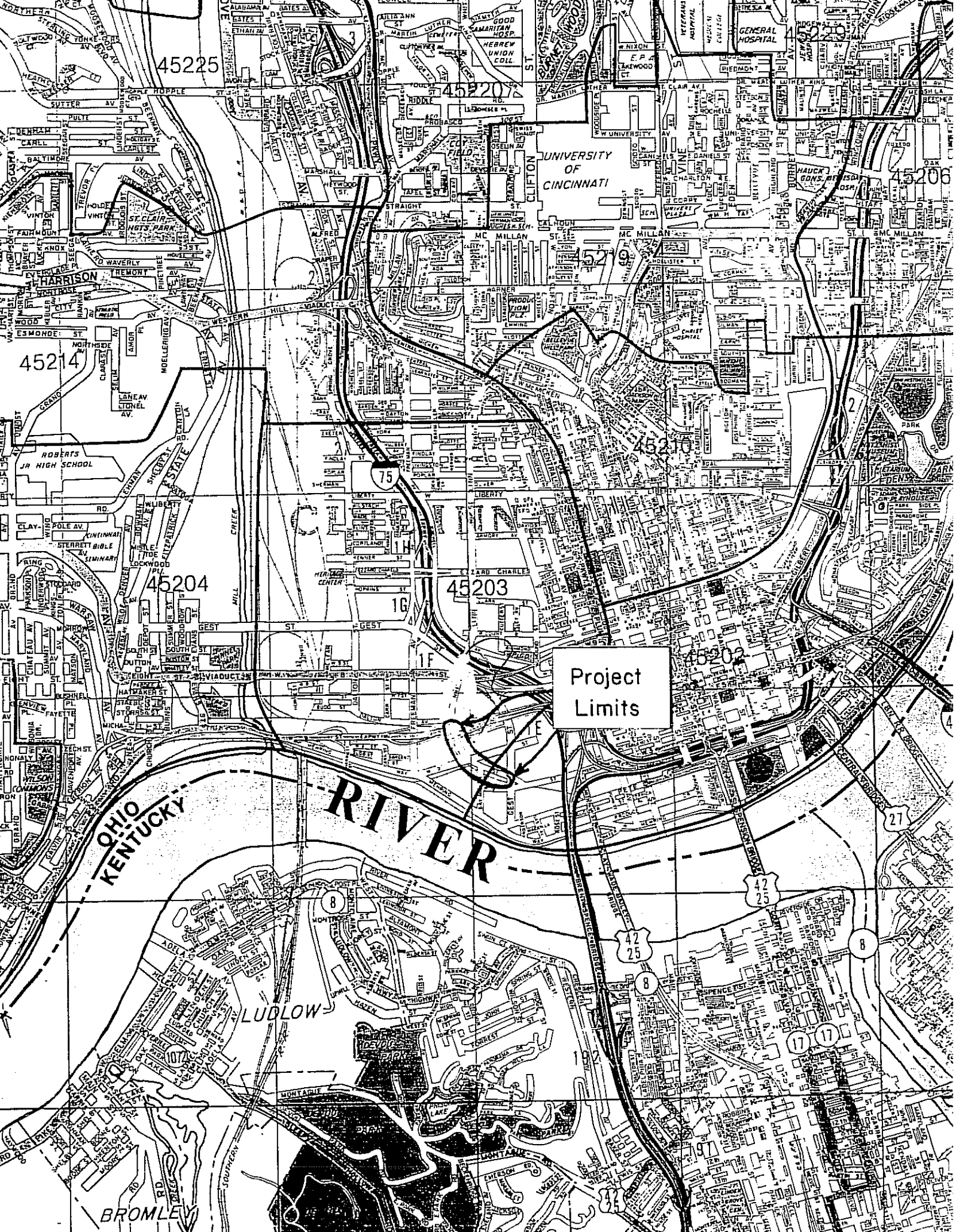
REF. NO.	ITEM NO.	ESTIMATED QUANTITIES	DESCRIPTION	EST. UNIT PRICE	ESTIMATED COST
1	103.05	Lump Sum	Contract Bond		\$4,715.00
2	Special	1,000 s.y.	Part Depth Pavt. Rep(Conc. Pavt.)	\$27.00	\$27,000.00
3	Special	20 c.y.	Maintenance Patching	\$80.00	\$1,600.00
4	Special	100 l.f.	Connection Pipe Cleaned	\$10.00	\$1,000.00
5	202	600 s.y.	Rigid Pavt. Removed-Full Depth	\$25.00	\$15,000.00
6	301	150 c.y.	Bituminous Aggregate Base(9")	\$85.00	\$12,750.00
7	403	330 c.y.	Asphalt Concrete Leveling Course	\$62.00	\$20,460.00
8	404	330 c.y.	Asphalt Concrete Surface Course	\$62.00	\$20,460.00
9	603	50 l.f.	12" Conduit, Type "H"	\$30.00	\$1,500.00
10	604	12 ea.	Manhole Adjust to Grade W/O Ring	\$175.00	\$2,100.00
11	604	3 ea.	Valve Chambers Adjust W/O Ring	\$175.00	\$525.00
12	604	3 ea.	SGI Adjusted To Grade	\$230.00	\$690.00
13	604	3 ea.	SGI Repaired & Adjusted To Grade	\$260.00	\$780.00
14	604	10 ea.	DGI Adjusted To Grade	\$230.00	\$2,300.00
15	604	7 ea.	DGI Repaired & Adjusted To Grade	\$260.00	\$1,820.00
16	608	300 s.f.	Handicap Ramp	\$4.00	\$1,200.00
17	608	100 s.f.	Concrete Walk	\$4.00	\$400.00
18	609	1,300 l.f.	Concrete Curb Repair, Type P-4	\$16.00	\$20,800.00
19	609	100 l.f.	Concrete Curb ,Type S-1	\$15.00	\$1,500.00
20	609	50 l.f.	Concrete Curb ,Type L-1	\$8.00	\$400.00
21	612	500 s.f.	Conc. Median & Traffic Island Repair	\$7.00	\$3,500.00
22	627	100 s.f.	Concrete Driveway	\$5.00	\$500.00
23	660	1,000 l.f.	Sod Restoration	\$2.00	\$2,000.00
24	619	Lump Sum	Field Office		\$2,000.00

Total Cost \$145,000.00



TE Young

T. E. Young, P.E.
City Engineer
City of Cincinnati



45225

45220

45220

45206

45214

45204

45203

45202

Project Limits

OHIO
KENTUCKY

RIVER

LUDLOW

BROMLEY

ADDITIONAL SUPPORT INFORMATION

For Fiscal Year 1994 (July 1, 1993 through June 30, 1994), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

- 1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the current State form BR-86.

Closed _____

Poor X

Fair _____

Good _____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

The roadway has a Pavement Condition Number of 68 (fair to poor) and Dynaflect tests indicate a Base Condition Index of 70 (fair to poor). Pavement shows signs of fatigue - pavement failures, heaved joints, spalling concrete and deteriorated curb.

- 2) If State Issue 2 funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 1993) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

 2 weeks/months (Circle one)

Are preliminary plans or engineering completed? Yes No

Are detailed construction plans completed? Yes No

Are all right-of-way and easements acquired? Yes No N/A

Are all utility coordinations completed? Yes No N/A

Give an estimate of time, in weeks or months, to complete any item above not yet completed. 9 weeks/months

- 3) How will the proposed project impact the general health, safety and welfare of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, and commerce.) Please be specific and provide documentation if necessary to substantiate the data.

Will assist in maintaining current tax base and will provide satisfactory road network for motoring public.

- 4) What type of funds are to be utilized for the local share for this project?

Federal	_____	ODOT	_____	Local	<u>X</u>
MRF	_____	OWDA	_____	CD	_____
Other	_____				

Note: If MRF funds are being used for the local share, the MRF application must have been filed by August 1, 1992 for this project with the Hamilton County Engineer's Office.

The minimum amount of matching funds for grant projects (local share) must be at least 10% of the TOTAL CONSTRUCTION COST. What percentage of matching funds are being committed to this project?

30 %

- 5) Has any formal action by a federal, state, or local government agency resulted in a complete or partial ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the legislation must be submitted with the application. THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE VALID.

Complete Ban _____ Partial Ban _____ No Ban X

Will the ban be removed after the project is completed?

Yes _____ No _____

- 6) What is the total number of existing users that will benefit as a result of the proposed project?

Users = 8,400

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4.

- 7) Has the jurisdiction developed a Five Year Capital Improvement Plan as required in O.R.C., chapter 164? (This must be included with the application to be considered for funding.)

Yes X No

- 8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

This street is part of the Federal Aid Urban System, is classified as a thoroughfare and is a truck route connecting the Queensgate area with I-75.

STATE ISSUE 2 PROGRAM - ROUND 6

LTIP PROGRAM - ROUND 5

FISCAL YEAR 1994 PROJECT SELECTION CRITERIA - JULY 1, 1993 TO JUNE 30, 1994

ADOPTED BY THE DISTRICT 2 INTEGRATING COMMITTEE JULY 17, 1992

AMENDED BY THE DISTRICT 2 INTEGRATING COMMITTEE SEPTEMBER 18, 1992

JURISDICTION/AGENCY: city of Cincinnati

NAME OF PROJECT: Linn Str. Rehab. (S)

TOTAL POINTS FOR THIS PROJECT: 44

NO. POINTS

- 10 1) If Issue 2/LTIP Funds are granted, when would the construction contract be awarded? (The Support Staff will assign points based on engineering experience.)
- 10 Points - Will be under contract by end of 1993
 - 5 Points - Will be under contract by March 30, 1994
 - 0 Points - Will not be under contract by March 30, 1994
- 12 2) What is the condition of the infrastructure to be replaced or repaired? For bridges, base condition on latest general appraisal and condition rating.
- 20 Points - Poor Condition
 - 16 Points -
 - 12 Points - Fair to Poor Condition
 - 8 Points -
 - 4 Points - Fair Condition

NOTE: If the infrastructure is in "good" or better condition it will NOT be considered for Issue 2/LTIP funding, unless it is a betterment project that will improve serviceability.

✓

- 3) If the project is built, what will be its effect on the facility's serviceability?

10 Points - Significant effect (e.g., widen to and add lanes along entire project)
8 Points - Moderate to significant effect
6 Points - Moderate effect (e.g., widen exist. lanes)
4 Points - Moderate to little effect
2 Points - Little or no effect (e.g., street or bridge deck rehabilitation)

✓

- 4) How important is the project to HEALTH, SAFETY, AND WELFARE of the public and the citizens of the District and/or service area?

10 Points - Highly significant importance, with substantial impact on all 3 factors
8 Points - Considerably significant importance, with substantial impact on 2 factors OR noticeable impact on all 3 factors
6 Points - Moderate importance, with substantial impact on 1 factor or noticeable impact on 2 factors
4 Points - Minimal importance, with noticeable impact on 1 factor
2 Points - No measurable impact

6

- 5) What is the overall economic health of the jurisdiction?

10 Points - Poor
8 Points -
6 Points - Fair
4 Points -
2 Points - Excellent

7

- 6) What matching funds are being committed to the project, expressed as a percentage of the TOTAL CONSTRUCTION COST? Loan and Credit Enhancement projects automatically receive 5 points, and no match is required. All grant funded projects require a minimum of 10% matching funds.

5 Points - 50% or more
4 Points - 40% to 49.99%
3 Points - 30% to 39.99%
2 Points - 20% to 29.99%
1 Point - 10% to 19.99%

- 0 7) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure? POINTS MAY ONLY BE AWARDED IF THE END RESULT OF THE PROJECT WILL CAUSE THE BAN TO BE LIFTED.

5 Points - Complete or significant ban
3 Points - Partial or moderate ban
0 Points - No ban of any kind

- 4 8) What is the total number of existing daily users that will benefit as a result of the proposed project? Appropriate criteria include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for roads and bridges, but only when certifiable ridership figures are provided.

5 Points - 10,000 or more
4 Points - 7,500 to 9,999
3 Points - 5,000 to 7,499
2 Points - 2,500 to 4,999
1 Point - 2,499 and under

- 3 9) Does the infrastructure have REGIONAL impact? Consider origins and destinations of traffic, functional classification, size of service area, number of jurisdictions served, etc.

5 Points - Major impact (e.g., major multi-jurisdictional route, primary feed route to an Interstate, Federal - Aid Primary routes)
4 Points -
3 Points - Moderate impact (e.g., principal thoroughfares, Federal - Aid Urban routes)
2 Points -
1 Point - Minimal or no impact (e.g., cul-de-sacs, subdivision streets)

- 2 10) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or a dedicated tax for infrastructure?

2 Points - Two of the above
1 Point - One of the above
0 Points - None of the above

**ADDENDUM TO THE RATING SYSTEM
DEFINITIONS**

CRITERION 2 - CONDITION

Poor - Condition is dangerous, unsafe or unusable

Fair to Poor - Condition is inadequate or substandard

Fair - Condition is average, not good or poor

CRITERION 5 - ECONOMIC HEALTH

The following factors are used to determine economic health:

- 1) Median per capita income
- 2) Per capita assessed valuation of the total community real estate and personal property
- 3) Poverty indicators
- 4) Effective tax rates
- 5) Total corporate debt as a percentage of assessed valuation
- 6) Municipal revenues and expenditures per capita

CRITERION 9 - REGIONAL IMPACT

- | | |
|-------------------|--|
| Major impact - | Primary water or sewer main serving an entire system |
| Moderate impact - | Waterline or storm sewer serving only part of a system |
| Minimal impact - | Individual waterline or storm sewer not part of a system |